

Thank you for purchasing this Dynojet kit. This kit has been developed for a motorcycle which is set to the parameters listed at the right in the "Stage" description. If your motorcycle does not meet any of these parameters please check with Dynojet before installation. For technical assistance contact your Dynojet distributor or call Dynojet U.S.A. (800)-992-4993



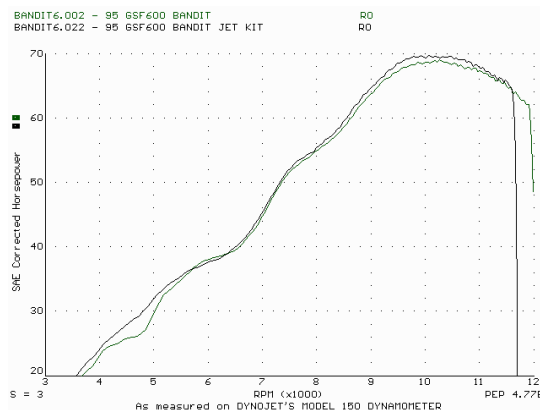
E3323.002

European Models Only

*1986-88 Suzuki GSXR1100 &
1989-93 Katana*

Stage 3

For mildly tuned machines using the stock air-box, with stock or K&N filter. May also be used with a good aftermarket exhaust system
K&N filter #RC-1824



This graph shows a typical gain with a Dynojet jet kit.

WARNING

**NO SMOKING!
NO OPEN FLAME!
WHILE INSTALLING
YOUR DYNQJET KIT**

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<http://www.dynojet.com>

The manufacturer and seller make no warranties express or implied which extend beyond the description of the goods contained herein. Any description of this product is for the purpose of identifying it and shall not be deemed to create an express warranty.

Parts List

4	Main Jets	DJ128
4	Main Jets	DJ124
4	Main Jets	DJ132
4	Slide Springs	DSP007
4	Fuel Needles	DNO348
4	Adjusting Washers	DW0001
4	E-clips	DE0001
1	Pilot Air Drill	DD #52
1	Slide Drill	DD #32

STAGE THREE INSTRUCTIONS

1. Remove the vacuum slide from the carbs. Remove the stock needles & spacers, noting order of assembly. Drill the slide lift holes with the drill (DD #32) provided. Do **not** drill the needle hole.
2. Install the Dynojet needles on groove #3, using all stock spacers. Install the Dynojet washers above the E-clip.
3. Install the Dynojet slide springs in place of the stock slide springs. After installing the CV caps, check the slides for free travel. The slide springs may collapse in the slide if you are not careful during assembly.
4. Remove the stock main jets and replace with the Dynojet main jets provided. If you are running the stock exhaust use the DJ128 main jets, if you are running an aftermarket header or slip-on with high flowing baffle, use the DJ132 main jets. Be sure that the jets you are changing are the main jets.
5. Locate the Fuel Mixture Screw (Fig. B) Carefully turn mixture screws clockwise until they seat, turn out until you find your best idle. Our base setting is 2-1/4 turns.
6. **FOR KATANA ONLY:** On the Katana models if you experience rich conditions, ie: bike starts without choke when cold etc. Use the pilot air drill (DD #52) to enlarge the pilot air corrector (Fig. C). Grease the bit before drilling to keep shavings out of carb. If you find it necessary to drill the pilot air corrector, the fuel mixture screws will need to be set at 4-1/2 turns out.

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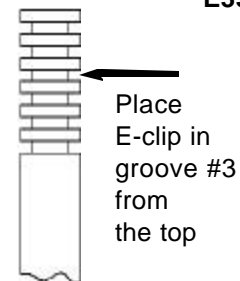


Fig. B

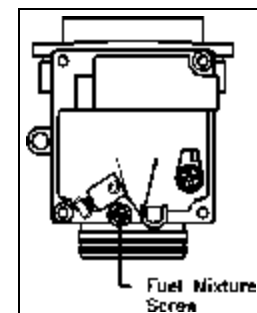


Fig. A

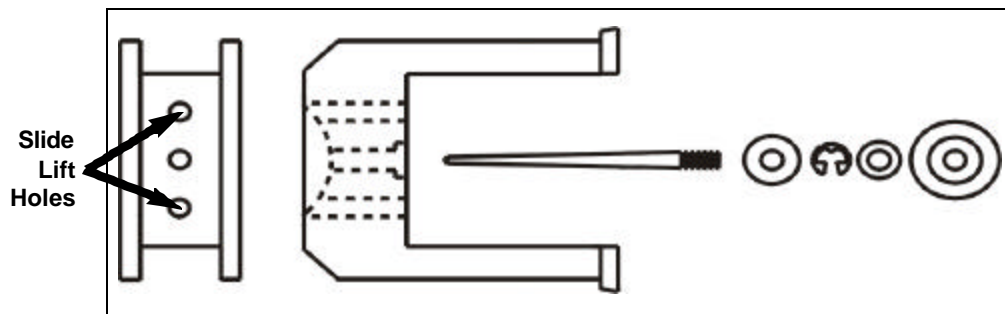


Fig. C

